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Address of the Hon. Maurice H. Thatcher, Delivered Before The Alumni Association of the University of Alabama

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AN IMPOSSIBLE TASK

I of course realize the fact that much has been gained in the elimination of the saloons of our country, but in their place has grown up a multitude of speak-easies and roadhouses. I have been slowly forced to admit that the task of Federal enforcement of the eighteenth amendment has been an impossible one from the beginning.

EFFECTIVE ENFORCEMENT NOT TO BE EXPECTED

Owing to the tremendous extent of our country with its 120,000,000 or more citizens and the inadequate Federal police control, anything like an effective enforcement of the eighteenth amendment can not reasonably be expected. Moreover, the States are not generally cooperating with their "concurrent powers" provided in the eighteenth amendment. The States have transferred their normal responsibility to the Federal agents. The police in our great cities have done the same, and the latter regard the speakeasies and the night clubs as lying outside the scope of their obligations. The business of the bootleggers is made possible by general bribery, the demoralizing effect of which is evident. Control of the manufacture, transportation, and distribution of liquor on a large scale is in the hands of the criminal classes, and there is very grave danger of our drifting indifferently toward the nullification of the eighteenth amendment, and that would be a very deplorable solution of the present problem.

In any situation conditions which are intolerable suggest the question as to whether these conditions can not be bettered; if they can not be bettered then something of a very radical nature must be done. I myself do not see how the present situation can either be allowed to continue, or that there is any prospect of an effective enforcement through Federal agencies which will do away with the present evils.

Any law to be adequately enforced must have the support of public opinion, and it is evident that this law has not the support of a very large number of the people of our country who are law-abiding, high-minded, useful citizens, and whose influence normally in the past and in the present is in support of the laws of the land. While I rigorously obey this law in my own home and elsewhere, I find myself among my friends and acquaintances in an absurdly small minority. Again and again at dinners, both private and public, I discover that I am almost alone in refusing cocktails, wines, and other alcoholic beverages. I claim no credit for this. I state this experience of mine merely to indicate that many of the group of law-abiding and law-supporting citizens do not support this law of prohibition. It is a sad commentary upon the present situation that many of the men who make the laws habitually break them in respect to their own drinking practices and habits.

AN "INTOLERABLE" SITUATION

Before the solution of any intolerable situation can be discussed or determined, it must be recognized that the situation is intolerable. Nothing is gained by denying the existence of facts or by closing our eyes so that we may not see them.

I have been particularly interested in learning all that I could through observation and conversation concerning the results of the last 10 years of prohibition. During this time I have made three trips to the Pacific coast, three also into the Southern States, and quite extensive trips through the Middle West and the Atlantic and New England States. I have covered pretty well the whole territory of our country and have endeavored to keep my eyes open and to learn conditions from questions which I have put to those who know. The alleged economic advantages claimed for prohibition may exist, but when it comes to placing mass production at lesser cost, and the larger sales of radio outfits and automobiles and other luxuries of life as an adequate compensation for the demoralization and deterioration of public and private morals, I wish to enter my very serious and emphatic protest.

The Panama Canal—Its History and Significance

EXTENSION OF REMARKS

OF

HON. WILLIAM B. OLIVER

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 29, 1930

ADDRESS OF HON. MAURICE H. THATCHER, DELIVERED BEFORE THE ALUMNI ASSOCIATION OF THE UNIVERSITY OF ALABAMA

Mr. OLIVER of Alabama. Mr. Speaker, at the recent commencement exercises of the University of Alabama, which have just been concluded in my home city of Tuscaloosa, the board of trustees of the university conferred on Hon. MAURICE H. THATCHER the honorary degree of doctor of laws. I wish now to ask unanimous consent to insert in the RECORD a most interesting address delivered by Mr. THATCHER at the annual alumni meeting, held in Tutwiler Hall on the afternoon of May 26, 1930. The address was enthusiastically received by a large and representative audience.

The SPEAKER. Without objection, it is so ordered.

The address is as follows:

THE PANAMA CANAL—ITS HISTORY AND SIGNIFICANCE

At the outset I desire to acknowledge with the deepest sense of appreciation the very great honor and compliment which has been paid me by the invitation to address you on this occasion. I have been delighted to accept that invitation and to be with you. I am very happy to meet the very able and distinguished president of the university, Doctor Denny, members of the faculty, many of your students, and so great a number of the alumni. The University of Alabama is, indeed, famed at home and abroad for its great educational, cultural, and inspirational achievements. Its students and graduates by their splendid accomplishments in every worthy field have carried throughout the Nation and across the seas the fame of this great center of learning. The university has a past of which it may well be proud, a present that is worthy of its past, and it now moves on to a future that, rooted in and inspired by all that has gone before, shall be of the most splendid and outstanding character.

The opportunity which has thus come to me is doubly appreciated; first, because of the high honor that is borne by any invitation which may be given by or for the university; and, second, because of certain other considerations which most strongly appeal to me from a personal and sentimental standpoint. I trust that I may be pardoned in briefly alluding to those considerations. One of my best friends in the House of Representatives is a graduate of this great institution and formerly served as dean of its law school. He is an invaluable Member of the House and is possessed of the highest mental and moral gifts. During the seven and a half years of my congressional tenure I have served with him as a Member of the House and also as a member of the House Committee on Appropriations, and I feel that after this period of close personal and official contact and association with him I am fairly well qualified to appraise his character and worth.

I, therefore, suggest that no man in either branch of the National Legislature stands higher than does he. His habits of industry and investigation, his effectiveness of speech, his courtesy in debate, his fairness of viewpoint, his patriotic outlook, his wide information, and his wise judgment and courageous action all contribute to render him one of the most useful Members of Congress, and he is performing for his State and Nation services of the most inestimable character. Because of the high regard and affectionate esteem in which I hold him, I feel that I owe it to him and to his friends in his home community here and now to say as much. I refer, of course, to the Representative in Congress from this district, Hon. WILLIAM B. OLIVER.

In this connection I may add that my relationship with the able and distinguished congressional delegation of your great State as a whole have been of the most pleasant character. I recall also that one of the ablest men Alabama has ever sent to the Halls of Congress was a Kentuckian by birth, Louisville being the place of his nativity, Senator Oscar W. Underwood.

GENERALS GORGAS AND SIBERT

Again, as some of you may know, it was my greatly esteemed privilege to have served on the Isthmian Canal Commission during the peak of the construction period—that is to say, during the years 1910, 1911, 1912, and 1913—with two of Alabama's most distinguished and greatly beloved sons, Gen. William C. Gorgas and Gen. William L. Sibert. The first named some years ago passed to his eternal reward, leaving behind him a record of noble, unselfish, effective, humanitarian service, unexcelled, as I believe, in all the world's history. At Ancon, in the Canal Zone, the chief offices of the department of civil administration, of which department I had the honor to be the head, were in the same building where there were maintained the chief offices of the department of sanitation, of which General Gorgas was the head. In addition we both resided in Ancon, our homes being very near each other. Mrs. Thatcher and I had never met the Gorgases before we went to the Isthmus, but we heard of them and of how they were universally beloved for their wonderful qualities of head and heart.

Thus I was thrown into the most cordial and intimate relationship with General Gorgas, then Colonel Gorgas; and this was true as regards Mrs. Thatcher and Mrs. Gorgas; and one of the most grateful and tender memories of the lives of my wife and myself is that of our association with the Gorgases on the Isthmus of Panama. In Washington, after I came to Congress, which was after the death of General Gorgas, Mrs. Thatcher and I were able to renew our delightful association with Mrs. Gorgas. Some months ago, however, this splendid helpmate of the world's greatest sanitarian, to the great shock and grief of her innumerable friends, went to join him in "sunlit fields." Two finer, nobler, more useful lives have never been lived in this Nation of ours; and the story of their union, and of their comradeship through the years, forms one of the most beautiful that may be encountered in the pages of history.

Except for the indispensable work of General Gorgas in ridding the Isthmus of yellow fever and plague, and except for his unequaled sanitary work in the Canal Zone and its environs, in the reduction of malaria under his attack, thus repeating the splendid work he performed in "cleaning up" Cuba, the Panama Canal would never have been built, unless another Gorgas had come upon the scene; but thus far the world has produced only one William Crawford Gorgas.

And here in this university place it is gratifying to know that the two sisters of General Gorgas yet live, bearing the love and esteem of all who know them, and occupying the selfsame residence where their revered parents once lived. One of these esteemed survivors yet holds, I believe, a position of honor and trust in your university organization, just as did her revered mother before her. Also, I believe, Gen. Josiah Gorgas, the father of Gen. William C. Gorgas, once served as president of this institution. Hence the name of Gorgas has been associated for a great many years with the University of Alabama, and runs like a golden thread through the university's history.

And speaking of the mother of General Gorgas, of sanitary fame, may I be permitted to recall an incident which may hold something of interest and appeal for you. On the Isthmus, at Ancon, on a certain morning during my service there, I had occasion to confer with General Gorgas touching certain official matters. Accordingly, I went from my office on the second floor of the administration building to his office on the first floor. He welcomed me in his usual gentle and cordial way, and told me that he had just received the news of his mother's death; and then, with serene and smiling face, he proceeded to speak of her lovely graces, her great qualities of mind and heart, of interesting incidents about her, of her useful and unselfish life, and of the ripe but youthful age which she had attained before passing into the Great Beyond. In speaking of her in terms of idealization, reverence, and love, he seemed very happy. Whatever pain may have tugged at his heart seemed to yield—so far as visible evidence or expression was concerned—to the proud satisfaction and memory which were his because of the fact that he had been blessed with such a mother. To him she was not dead, and could never be. He thought of her only in terms of life and loveliness. I was very much struck and touched with his brave, cheerful, smiling manner; and this attitude was characteristic of him. He always possessed the power to look into the heart of things, and to interpret them. He ever sought to avoid the thorn and find the rose. To know General Gorgas was to love him. Strong, gentle, patient, persistent, courageous, clear-visioned, and high-purposed, he was "master of his event," and in his great service for humanity he won a place among the immortals.

As for General Sibert, I can speak of him in much the same manner as I have spoken of General Gorgas. He is claimed as an adopted son of Kentucky, and Kentuckians join you in the feeling of State pride because of his great achievements. Upon leaving the United States Military Academy, upon graduation, he was assigned to duty as engineer in charge of the improvements on two of Kentucky's most important streams, Green and Barren Rivers, in the western portion of the State where I grew to manhood. In that work he achieved distinction, and his splendid ability, together with his strong, genial nature, made friends of all with whom he came in contact. These friendships survived separation and the passing of the years; and when his great work was finished on the Isthmus, he purchased a farm adjacent to Bowling Green, where he had lived when he first came to Kentucky, and there on Barren River he to-day makes his permanent home.

General Sibert has had a career of the greatest distinction. On the indicated streams in Kentucky, and later, with widened jurisdiction in which was included an important section of the Ohio River, as United States engineer, at Louisville; also as engineer in charge of the upper Ohio, he assumed and discharged his duties in such a way as to bring him to the front rank among engineers of the Nation. Thus he came to be chosen by President Roosevelt as a member of the Isthmian Canal Commission in 1907, and served until the commission's work was completed in 1914. In that capacity he built the great locks and the dam at Gatun, and dredged the channel of the canal from Gatun to the open sea. In the successful negotiation of these great engineering features he won rank among the world's most outstanding engineers, and imperishable fame. During the World War, at home and abroad, he served the cause of the American and Allied arms with great honor and distinction. More recently, as you know, he has served, and is yet serving, I believe, as chairman and chief engineer of the Alabama State Docks Commission; and in the construction of model docks at Mobile there is to be found but another evidence of his splendid professional and executive ability. These modern and efficient shipping facilities will enable the great State of Alabama to utilize, in a way hitherto unknown to it, the agency of the Panama Canal to quicken and increase her trade with Latin America and the Orient.

In the Canal Zone I counted General Sibert as a close friend and wise counselor, and the association there with him, both personally and officially, I prize as one of the most gratifying and valued of the memories I hold of the Isthmus.

As General Sibert is an alumnus of the University of Alabama, all of you must be proud of his great success in life; and we in Kentucky, who call him fellow Kentuckian, join you in Alabama, who call him fellow Alabamian, in the earnest hope that for many years to come he may be spared for further usefulness to the country he has served so long and so well.

Thus the University of Alabama presents to me the strongest possible appeal, and not only to me but to Mrs. Thatcher as well; and she has come with me to Tuscaloosa to see this historic institution and to meet and mingle with you. She joins me in thanking you a thousand times for the cordial greeting you have given us and for the charming hospitality Doctor and Mrs. Howe, Doctor Ott, and all of you are according us.

THE PANAMA CANAL

When it came to choosing a subject upon which to address you I was in something of a quandary. No theme had been assigned me, and it was very difficult to determine what particular one might appeal to you; but it occurred to me that possibly some discussion of the Panama Canal might interest you, especially so as I might venture to speak of it because of my service in connection with its construction; and because also of the fact that through two of her native sons, the State of Alabama, as has just been stated, played such an important part in that construction.

I thought that I might bring to your minds afresh the fact that not only did your own beloved Commonwealth make such an invaluable contribution to the successful negotiation of this vast project, but that the South, generally, in very high degree, contributed in this result. And then I thought again that some brief historical background of the Isthmian enterprise, together with some statement of its physical features, supplemented by some suggestion of sequences and significances, as I am able to see them, might be appropriately presented. My good friend Congressman OLIVER, to whom I mentioned the matter, thought than an address along these lines might be deemed desirable, and thus has been predicated and fashioned what I shall have to say.

Therefore, at the risk of being trite and at the further risk of recalling to your minds some very well-known facts and deductions, I venture to proceed in the indicated manner.

We are to-day living in a wonderful age—the age of a million contacts—and one of the most absorbing in all the world's history. Progress in the arts and sciences in the present generation has been unprecedented. In fact, this progress has been such that our lives in America have almost been revolutionized within the past 25 years. The development of the agencies of communication and transportation has been of the greatest and most significant character. The automobile and hard roads contribute to bring about closer, quicker contacts on land, thus aiding the railroad lines of the country in this regard.

The dream of a heavier-than-air flying machine has come true; and in our own and foreign lands, airplanes, with almost the speed of light, traverse the skies, carrying passengers, the mails, and articles of commerce. The giant airship has also been developed to such an extent that with cargoes of passengers and freight it may cross the seas, circle the globe, and thus join the airplane in its conquest of the air. The radio or wireless, perhaps the most uncanny of all inventions, to-day performs its miracle of sound transmission through every land and clime, and by means of its mysterious power it has come to pass that the least, low whisper may be heard all round the earth. The simplest statement of present-day facts exceeds the most extravagant stories of romance and imagination of other days. Lindbergh's lone flight across the Atlantic, Byrd's flights over the two poles, the passage by plane over the vast Pacific navigated by American and British airmen, and the belting of the globe itself by Eckner and his party in the *Graf Zeppelin* constitute deeds of daring and high adventure of the most heroic character, and, for vastness of conception, courage, and skill in execution and in dramatic appeal and effect, they have never been equaled in the world's history. Yet the marvel of to-day is likely to become the commonplace of to-morrow. The pioneers of earth and air and sea with dauntless spirit put everything to the hazard of a touch. If they lose, they are generally accounted vain and foolish. If they win, they are acclaimed heroes for all time, and on their bold achievements is based the progress of the future. Yet the success of those who accomplish great things is largely dependent upon the sacrifices, the experiences, and mistakes of those who fail. So it has come to pass that the old maxim to the effect that what man has done, man can do, has been transformed, in the light of modern achievement, into "what man can not do, man will do." Certainly this, in substance, is true touching material progress and material accomplishment, whatever may be our doubts touching the score of the world's moral and spiritual advance. One of the great problems of to-day is how to prevent the agencies of civilization from becoming Frankensteins to destroy us.

AMERICA UNDERTAKES THE CONSTRUCTION OF THE PANAMA CANAL

Thus it came about that within the present generation the American Nation undertook the greatest industrial enterprise of history, that of constructing a transisthmian canal to connect the Atlantic and Pacific Oceans. The French had failed in their attempt to construct such a waterway at Panama, and that failure constitutes one of the most tragic episodes of history. The war between the United States and Spain in 1898, and the consequences which flowed therefrom, taught our

people two great lessons. The first was that of the need, from the standpoint of our military and naval protection, for the construction of the Isthmian Canal. The long, thrilling flight of the battleship *Oregon* from our northwest coast down around the southern tip of South America, and thence northwardly to Cuban waters in time to assist the American squadron in the destruction of the Spanish fleet in Santiago Bay impressed in the most forcible manner the value of such a connecting waterway through Central America. The second lesson was that afforded by the "clean-up" of Habana by our Army upon American occupation at the close of that war, and the absolute eradication of yellow fever, and the great reduction of malaria in Cuba. The need for such connecting link between the two great oceans being thus so strikingly revealed to our people caused them to resolve without delay to take the necessary steps in the achievement of this mighty project. The sanitary lessons learned in Cuba gave our people encouragement to believe that what was done in Cuba in a sanitary way under the leadership of Gorgas might be done on the Isthmus of Panama, which was then accounted to be the greatest plague spot in existence. When the American people are really in earnest there seems to be no undertaking too great for their achievement. The spirit of the individual heroes of our American life finds its collective expression in the ardent purposes of a great people, rich beyond all others in vision, skill, and daring, and also surpassing all others in the possession of material means with which to accomplish great ends.

EARLY ISTHMIAN HISTORY

Before proceeding further, however, with the story of the actual construction of the Panama Canal, permit me to present something of historical background. The Isthmus of Panama, ever since its discovery by the early Spanish navigators, has been a land of entrancing historic and romantic interest; so much so, that, in any narrative relative to the canal, one is tempted to wander off into numberless by-paths. In his epoch-making voyage to the westward, over the unknown "Sea of Darkness," the inspiration which dominated the great-souled Columbus was the hope that he would discover a western passage to the Indies.

On his fourth voyage to the New World, further endeavoring to find such a passage, and having been told by the natives of the West Indian Islands that there was a strait through which one could pass westward into waters which led directly to the much-famed land he was seeking, Columbus cruised along the Atlantic shores of the Isthmus of Panama from September, 1502, to January, 1503, and on November 2, 1502, discovered and named the Bay of Porto Bello (beautiful harbor), located 20 miles east of the Atlantic entrance to the canal. He sought to find this passage, but he was doomed to disappointment. His efforts were in vain. He died in the belief that he had found the western shores of the continent of which the Indies were a part; hence the name "West Indies" bestowed by him on the islands he discovered in the west Atlantic waters.

In some quarters, however, it has been claimed that Columbus was not the first civilized man to touch the Isthmian shores. That honor has been urged in behalf of at least two others, both Spanish navigators, who, inspired by the voyages of Columbus, are said to have visited the Atlantic coast of the Isthmus in 1501. One of these was Alonso de Ojeda and the other was Rodrigo de Bastidas. It has also been claimed that Vasco Nuñez de Balboa, a hardy Spanish cavalier, was with Bastidas when the latter visited the Central American shores in 1501. Eight years later the first Spanish settlement on the mainland of the New World was planted at Nombre de Dios (Name of God), on the Atlantic coast, a few miles southeast of the Bay of Porto Bello, Balboa being its head. No Spanish exploration of the interior country was attempted, however, for several years because of the mountainous barriers and practically impenetrable jungle everywhere to be encountered; but the story of the Indians who inhabited the country to the effect that there was a wealth of gold in that interior; and also, that another great sea lay southward at a comparatively short distance from the Atlantic, finally influenced Balboa, in 1513, to start upon the journey of exploration that proved to be so greatly historical in results. Accompanied by a small band of about 200 Spanish soldiers and Indian guides, and after days of most difficult and dangerous passage through jungles and over mountains, on September 25, 1513, he discovered the Pacific Ocean; and on September 29 he claimed formal possession thereof in the name of the King and Queen of Castile, naming it Mar del Sur (Southern Sea).

The name Pacific was not applied until seven years later when it was bestowed by Magellan, the great Portuguese navigator. Balboa first beheld the waters of the Pacific from a mountain peak in the Darien country, southeastward from the site of the present canal. Traditionally it has been claimed that Balboa was familiar with that part of the Isthmus of Panama occupied by the Panama Canal Zone; but there is no authentic record to substantiate this. In the interior of the Canal Zone there is an elevation of something over 1,000 feet above sea level, called Balboa Hill, from which on a clear day both oceans may be seen. From this elevation I have seen both the Atlantic and Pacific waters, and last summer when Mrs. Thatcher and I flew from ocean to ocean over the Panama Canal, in this mid section of the Canal Zone we were able to see, from the plane, both oceans.

Balboa's discovery of the Pacific revealed definitely to civilization the fact of the narrow strip of land lying between the two great oceans and connecting the two great continents, afterwards to be known as North and South America. Immediately there sprang into the brain of man a dream that would vex it for nearly 400 years, and until it ultimately came true; that is to say, the dream of an artificial waterway to connect the two oceans. For about 100 years the Spanish settlement at Nombre de Dios was maintained; and then on account of the healthier location at Porto Bello the former place was abandoned and the colony was maintained at Porto Bello. In this connection it is interesting to note that the rock necessary for use in the concrete construction of the locks at Gatun was secured from quarries at Porto Bello. At the mouth of the Bay of Porto Bello Sir Francis Drake, world navigator, one of Great Britain's naval heroes and long the scourge of the Spanish Main, found his grave in 1596. It is believed that he died of yellow fever, a malady prevalent in this part of the world ever since the white man made his advent there.

In 1519 the Spanish founded the old city of Panama on the Pacific shore, about 7 miles from the present city and the Pacific entrance of the canal, and less than 9° north of the Equator. Considerable gold was found by the Spaniards among the natives and in the country now constituting the Panamanian Republic; hence came the early Spanish designation of this land, Castilla del Oro (Castle of Gold); and in the contiguous waters of the Pacific Ocean, especially in and about Pearl Islands, lying in the Gulf of Panama, a great many valuable pearls were found; and the pearl industry in these islands has survived to this day. In a little while the ancient city of Panama became a Spanish treasure house. In 1532 Pizarro outfitted from this city and sailed southward to make his ruthless and historic conquest of Peru, ultimately bringing back the treasure confiscated from the Incas of that country; whence same, or, at least, a material portion thereof, was carried across the Isthmus to the Atlantic shore, and thence transshipped to Spain. For 150 years this city continued to be the chief treasure place for Spain in the New World, and during practically the whole of that period this precious store, largely secured from the primitive peoples of Central and South America, was carried on pack mules, and on the backs of slaves, first over arduous trails and later over the "royal" paved roads, caminos reales, from Panama to Nombre de Dios and Porto Bello; and thence shipped in the much-famed Spanish galleons to the royal treasuries at Madrid. The remains of these old paved roadways are to be seen in the Isthmian jungles to-day.

In the course of time, however, it was inevitable that such a treasure city should tempt the cupidity of the bold and daring pirates that infested the West Indian seas. Thus it was that in 1671, three years after he had sacked Porto Bello, Henry Morgan, a bold Welshman who had developed into the most successful pirate of his day, landed on the Atlantic shore of the Isthmus, and with a band of daredevils and cutthroats crossed the Isthmus, after a journey of incredible hardship, and fell upon the city of Panama and sacked and destroyed it. Morgan and his fellow pirates were called "buccaneers," a term derived through the fact that it was first applied to Frenchmen who smoked and cured meats on "bucans"—racks or frames—in Hispaniola (Haiti), and who, upon being driven from their occupation by the Spanish authorities, became pirates. The destruction wrought by Morgan was complete. He took his treasure back to the Atlantic side, and then, it is recorded, he robbed most of his fellow buccaneers of their share of the spoil and sailed away. It would be interesting to follow Morgan's career and point out how he was knighted by the English Government because of his piracies against the Spanish; how he sacked other cities in Central America and the West Indian islands; how he was afterwards made lieutenant governor of Jamaica, and was, as some historians relate, imprisoned because of his peculations and bitterly complained of the "injustice" done him; or how, as other writers declare, as governor he suppressed piracy with an iron hand. But all this, however, is "another story."

EVOLUTION OF ISTHMIAN CANAL IDEA

Spanish and Portuguese navigators, immediately following the discovery of the New World, tried in vain to find the mythical passage that led to the Orient. Impelled by the desire to find it, Magellan explored the whole east cost of South America, passing from "lands of snow" to "lands of sun," and finally discovered the strait near the extreme southern point of South America, which has since borne his name and in 1521 became the first navigator to cross the Pacific Ocean.

As already suggested, the idea of a water link across the Isthmus to connect the two oceans sprang up with the earliest Spanish occupation. One of Balboa's followers on the Isthmus, a Spanish engineer named Saavedra, is reputed to have first advocated the idea somewhere between 1517 and 1523. Some historians claim that the originator of the idea was Cortez, the conqueror of Mexico, who sought to find the fabled passage to the Pacific Ocean, and, failing to find it, proposed the bold project of cutting a canal across the Isthmus, and thereupon enlisted

his cousin, Saavedra, in the enterprise. In any event, the latter did make a study of the subject and was the first engineer to do so. His studies covered several years, and he was on the eve of sending his plans to Charles V, King of Spain, but his (Saavedra's) death prevented in 1529. Surveys of the Isthmus were ordered with the object of a canal in view, but as the work was reported to be impracticable, it was not undertaken. The successor of Charles V, Philip II, in the year 1567, had an engineer to make a survey of what came to be known as the Nicaraguan route, with the result that an unfavorable report was given.

It is related that Philip, in his doubt touching the matter, called upon the Dominican friars to furnish a solution; that the latter, after seeking biblical information and inspiration on the subject, offered the answer in the passage "What God had joined together, let no man put asunder"; and that this convinced the King that it was sacrilege to undertake the construction of a waterway which would sever the two Americas. We do not vouch for the authenticity of this story, but it is an interesting thread which has been woven into the fabric of Panama Canal history, and we herewith submit it. Be the fact as it may, Philip abandoned the idea of the canal, and, so far as any substantial activity was concerned, it thenceforth slept for 200 years.

The idea was revitalized in the early part of the nineteenth century. Central and South American countries became restive under the Spanish yoke and Spain sought to divert them from their dreams of independence. In the year 1814 she directed the construction of a canal across the Isthmus, but before any progress could be made to carry out this direction, the colonies of Central and South America began the movement which resulted in their independence. Thenceforth Spain ceased to be a factor touching a Central American canal, though in the actual construction of it by the American Nation Spain made substantial contribution by furnishing thousands of laborers, the best, perhaps, of all the unskilled employees.

England became interested in the project toward the close of the eighteenth century, and had famous representatives in the persons of Baron von Humboldt and Lord Nelson, who made investigations and submitted reports on Central American canal routes. Also about the same time Germany's great poet, statesman, and seer, Goethe, made a prophecy, wonderful in its conception and verity. It was to the effect that the people of the United States in time would inhabit and control the American Pacific coast, and would also, through the necessities of the situation, construct an isthmian canal to give expeditious connection between the eastern and western shores of North America.

The great South American liberator, Simon Bolivar, then president of the Republic of New Granada, which included the present domain of the Panamanian Republic, in 1825, granted Baron Thiery, a Frenchman, a franchise for the construction of a canal across the Panamanian Isthmus; but the French nobleman did not succeed in raising the requisite capital for the work, and accomplished nothing. Thereupon President Bolivar employed a British engineer, one I. A. Lloyd, to make a survey of the Isthmus for either a road or canal.

In the year 1835, the people of our own country having become interested in the canal project, there was passed in the Senate a resolution introduced by Henry Clay, agreeably to which Charles Biddle was commissioned by President Jackson to visit the Isthmus of Panama and to investigate and make report of the feasibility of different routes for a permanent means of isthmian communication between the two oceans. Biddle went to the Isthmus and after investigation decided that the Panama route was the most available. Thereupon he went to Bogota and secured a franchise to build a railroad across the Isthmus. But the time was not yet ripe for carrying out such a work, and the undertaking was abandoned. In the year 1838 a French company was formed and a concession was granted to it for the construction of a means of communication across the Isthmus, either by railroad, highway, or canal. An engineer, Napoleon Garella, made investigations and reported to the French Government, declaring that the only practical method of trans-Isthmian communication was a canal. Nothing, however, came of the venture.

Once again the people of our own country became interested in the subject. The acquisition of the vast western domain resulting from the war with Mexico, and the discovery of gold in California in 1849, intensified that interest. Thousands of our people from the Mississippi Valley and the East, fired with lure of the precious metal, found the most feasible route to the California gold fields to run southward by sea to the Atlantic shores of the Isthmus; thence across Panama to the Pacific; thence northwestward by sea to the Golden Gate. This was a long and arduous journey, but it was greatly shorter than that by Cape Horn or the Magellan Strait; and, in the absence of transcontinental railroads, by a large number it was preferred to those historic routes, which so many others pursued, across the great plains and deserts of our western country, where fever, famine, and murderous Indians took their heavy toll from those pioneers who thus sought to reach the New Eldorado.

Three American citizens—Messrs. Chauncey, Stephens, and Aspinwall—in the year 1848 secured from the Republic of New Granada a concession or franchise for the construction of a trans-Isthmian railroad, and in 1849 secured, under the laws of the State of New York, a special charter incorporating the Panama Railroad Co.; and in the same year this company began and in 1855 completed from the present city of Colon at the Atlantic entrance of the canal to the present city of Panama at the Pacific entrance a railroad. This construction was epoch making. Because of the great difficulties encountered, the pestilential country and the lack of sanitation, the inadequacy of engineering equipment and the difficulty of securing labor, the construction of the Panama Railroad was perhaps as great an achievement as the construction of the Panama Canal under conditions of effective sanitation and adequate engineering equipment. In addition, a comprehensive plan of organization for the construction and operation of the Panama Railroad, embracing as it did quarters for employees, commissaries, schools, churches, hospitals, and medical attention, furnished the model for the comprehensive and elaborated plan of the final canal organization of the Americans.

The construction and operation of the Panama Railroad having provided a means of commercial communication between the Atlantic and Pacific Oceans, had the effect of holding in abeyance from the standpoint of governmental consideration the question of an oceanic canal. However, in the next few years many Central American canal routes were surveyed and exploited through a score of them. The two chief routes which received serious consideration, however, were those of Nicaragua and Panama.

In 1869, because of the agitation on the canal subject and the failure of the Panama Railroad adequately to meet the demands of interoceanic communication, President Grant appointed an Interoceanic Canal Commission, with the result that a treaty was, in 1870, negotiated between the United States and the Republic of Colombia for the construction of a canal, based on the condition that the work would be entered upon if a satisfactory right of way could be found. Because the franchise of the Panama Railroad Co. covered the territory in respect to construction of a canal in its vicinity, investigation was made of a number of other probable routes, with the result that recommendation was made in 1876 for the construction of an interoceanic canal over what has been termed the "Nicaragua route"; that is to say, through Nicaragua, one of the Central American countries lying northwestward of Panama. However, before the United States took any definite step toward construction, the French people became interested in the project, and Napoleon B. Wyse, a young French officer, in 1878, secured a franchise from the Colombian Government relative to the construction of a canal.

THE FRENCH ATTEMPT

But we must hasten. In 1879 there was convened in Paris, under the direction of Ferdinand de Lesseps, the builder of the Suez Canal, an international congress of survey for an interoceanic canal to consider the question of the best location and plan of such connecting waterway. The congress decided in favor of the Panama route, and a sea-level canal, extending from Limon Bay on the Atlantic side to Panama Bay on the Pacific—the route of the present canal. The estimated cost was $240,000,000. A French company was organized, money was raised through private sources, and the work of construction begun under a concession from the Republic of Colombia. Years of effort at construction followed, but failure at last crowned that effort in 1904. Yellow fever, bubonic plague, malaria, and other malignant diseases took their fearful toll of those employed in the work, and other insurmountable difficulties presented themselves in the physical conditions encountered, in the waste and graft involved, and in the lack of adequate machinery.

ENTRY OF THE UNITED STATES

Then, as already indicated, the United States came into the picture; Congress passed the necessary legislation, there were purchased the French interests, and our Government entered upon the work of construction in 1904 and completed it in 1914 at a total cost of about $375,000,000.

A commission appointed under authority of the Congress of the United States in 1899 made a study of the subject and submitted a final report in 1902 in favor of the Panama route. The lock plan of construction was adopted, and the canal was accordingly built. The Chagres River was dammed at Gatun, 7 miles from deep water in the Atlantic and there was thus formed Gatun Lake, about 85 feet above sea level, and covering about 165 square miles of territory in the Canal Zone and in the Republic of Panama. Six great locks were constructed at Gatun on the Atlantic side; that is to say, three twin flights, each with a lift of 28½ feet, and a like number of locks in like form and with like lifts were built on the Pacific side and, in addition, the continental divide was reduced to the 85-foot lake level through Culebra Cut.

The Province of Panama withdrew from the Republic of Columbia in 1903, and thereupon was negotiated the necessary treaty with the United States for the cession of the Canal Zone strip 10 miles wide and extending from the Atlantic to the Pacific Ocean, nearly 50 miles, and for the construction, maintenance, and operation of the canal. Congress in 1902 created the Isthmian Canal Commission consisting of seven

members, which undertook the work of construction, and finally carried it to successful completion.

This commission was made of 4—1 United States Army Engineer, 1 United States naval engineer, 1 officer of the United States Army Medical Corps, and 1 civilian. In this connection it is interesting to note that for most of the period of the construction of the canal, four of the seven commissioners were from the South. Thus from April 7, 1907, to October, 1909, these four were Colonels Gorgas and Sibert, former Senator Jo C. S. Blackburn, of Kentucky—serving as a member under the popular designation of "Governor" of the Canal Zone—whom I had the honor to succeed in the spring of 1910, and Col. David D. Gaillard, of South Carolina. Moreover, there were engaged in the work as officials and employees a very large number of men and women from the South, in the various skilled capacities required.

Colonel Gaillard deserves more than a passing mention. His work, as engineer in charge of the excavation of the Culebra Cut section of the canal was of major importance. He literally sacrificed his life in that work and died in December, 1913, a veritable "martyr of the ditch"; and to commemorate his brilliant Isthmian achievements the name "Culebra Cut," by Executive order of President Wilson, was changed to "Gaillard Cut."

The South therefore made a most notable contribution to the work of this great enterprise.

THREE DEPARTMENTS

There were established and maintained on the Canal Zone three great departments—engineering, sanitary, and civil administration. The work of the sanitary department included all matters of health and sanitation; that of engineering comprehended, of course, all the engineering plans and construction, while that of civil administration had grouped within it all the civil activities, such as schools, prisons, road construction, customs, revenues, the courts, fire and police divisions, postal activities, and the like. During the construction days there were as many as 75,000 people on the zone—about 10,000 white Americans—men, women, and children; and the remainder made up of every race and tongue, a veritable Babel. Hence, every civil activity had to be maintained in the Canal Zone.

The canal was divided into three great divisions of engineering—the Atlantic, under Colonel Sibert; the central, under Colonel Gaillard; and the Pacific, under Sidney B. Williamson, a civilian engineer.

General supervisory powers were conferred on the chairman and chief engineer of the commission, a position which was held first by John F. Stevens, a civilian, and later by Col. (afterwards Gen.) George W. Goethals.

The sanitary work of the canal was placed under the supervision of General Gorgas—then Colonel Gorgas—and in 1907 he was made a member of the Isthmian Canal Commission. Colonel Gorgas had cleaned up Habana and stamped out yellow fever there after it was definitely determined by careful demonstration that the stegomyia mosquito transmitted the disease, and his splendid work in Cuba was repeated upon the Isthmus. This place of deadly pestilence, of yellow fever and wholesale malaria, has thus become one of the most wholesome spots on the earth in which to live. Scientific investigation had also determined that the common black or anopheles mosquito transmits malaria in the same way that the stegomyia transmits yellow fever. Hence, in Panama, as in Cuba, Colonel Gorgas drained the marshes and pools, cut the grass, screened the houses, and did the thousand and one other necessary things to destroy these two dangerous types of insect and to minimize their deadly influence. In addition, he maintained a most rigid quarantine. The same results followed this work on the Isthmus as followed it in Cuba. No adequate praise can be bestowed upon Colonel Gorgas and his associates for the miracles of sanitation they wrought in Panama; and the lessons to be derived from their work will revolutionize all the tropical countries of the globe.

It has been said in the past that the Tropics were not made for the white man. The complete answer to, and refutation of, this statement is Panama. The excessive populations of the temperate regions in the years to come will flow to the Tropics, and will find there wholesome and enduring habitation; and they will there convert the wilderness and jungle into smiling fields and gardens, banded by systems of road and rail, and studded with cities. In my judgment, the lessons in sanitation and disease prevention taught through the construction and maintenance of Panama Canal will prove of far greater value to the world at large than will the operation of the canal itself. If you will pardon me for the personal reference, permit me to suggest that during my congressional service one of the most gratifying things I have been able to accomplish was the securing of the enactment of a measure providing for the establishment, maintenance, and operation of the Gorgas Memorial Laboratory in the city of Panama. This institution, bearing the name of General Gorgas, commemorates his great work as a sanitarian and puts into practical effect one of his hopes and dreams. It is now in operation under competent directorship, is supported by appropriations of our own and Latin American Governments, and is devoted to research and study touching the causes and prevention of tropical disease. Located at the most important point in the world for such study, and operated and maintained as it is, it bids fair in a few years to be the greatest institution of its kind in the world.

EMPLOYEES ON THE CANAL WORK

During the height of the construction period there were between 35,000 and 45,000 employees on the pay roll of the canal and on the Panama Railroad. The railroad was an indispensable agency in the construction of the canal. Of the totals thus employed, about 5,000 were gold employees; that is to say, white Americans, officials, and skilled laborers, and paid in gold and United States currency; and all of the others were unskilled or semiskilled workmen known as silver employees, and they were paid in silver money. At no other time and at no other place in the earth's history had skilled labor ever received so high a wage or so many benefits as during the canal-construction period in Panama. A chief reason for this was the fact that in the early days of the American régime the conditions on the Isthmus were so insanitary and uninviting that unusual inducements had to be offered to attract skilled labor; and wage rates and benefits having been once established they were not changed after Isthmus conditions improved.

COMPLETION OF CONSTRUCTION

The Panama Canal Commission served until April 1, 1914, when, agreeably to the Panama Canal act of August 24, 1912, it was abolished on the ground that the canal had progressed so far to completion as to dispense with the necessity of the further services of the commission.

On August 3, 1914, the Panama Railroad steamship *Cristobal* achieved the distinction of being the first ship to pass through the canal from ocean to ocean, this being a test trip to try out the canal. A few days later, on August 15, the Panama Railroad steamship *Ancon* made the first formal passage through the canal, making the voyage from the Atlantic Ocean to the Pacific and return. Since then the canal has been opened to general traffic, except at such times as it has had to be temporarily closed on account of earth slides in the Culebra Cut section. In the cut the channel has a minimum bottom width of 300 feet and a depth of 45 feet. The cut is about 9 miles long. Through the lake, a distance of about 24 miles, the channel is a thousand feet wide, with a minimum depth of 45 feet. Through the lake vessels may go at ocean speed. The distance through the channel from deep water to deep water in the two oceans is a little less than 50 miles.

TOLLS

Under enactments by Congress reasonable tolls for the transiting of ships through the canal have been fixed and are collected. These tolls are collected from merchant ships. War and other vessels of the United States are exempted from the payment of tolls. The receipts from the canal substantially exceed the operating expenses, and in addition are yielding what may be considered as a fair return on the capital cost of construction.

PROCESS OF NAVIGATING THE CANAL

Anyone familiar with the method of passing a steamboat through the locks of our rivers will readily understand how ships are moved through the locks of the Panama Canal and climb or descend from the 85-foot level of Gatun Lake. It requires about seven hours for a ship to pass from sea to sea.

BENEFITS DERIVED FROM THE CANAL

The benefits of the canal to the United States, as well as to the world at large, speaking from a commercial standpoint, are beyond calculation. It saves 8,000 miles of distance between our east and west coasts. It has already brought about vastly increased trade relations with Latin America and the Orient and, in addition, there has been an enormous exchange of tonnage between the east and west coasts of the United States passing through the canal. At this time we are using less than one-half of the capacity of the canal in the transiting of ships through it. In 1915 the total tonnage passing through the canal was 4,888,000. In 1929 the total tonnage was 30,663,000.

In the opinion of Col. Harry Burgess, present Governor of the Panama Canal, himself a native of the South, a Mississippian, the present capacity of the canal is about 65,000,000 tons annually.

The greatest items of this tonnage are made up of cargoes passing between the east and west coasts of the United States through the canal. Thus in 1929, the total tonnage passing through the canal from the Atlantic and Gulf ports of the United States to west coast ports of the United States was 3,374,887; and the total tonnage passing from the west coast ports of the United States through the canal to Atlantic and Gulf ports of the United States was 7,465,076. The greater portion of the west coast to east coast tonnage was made up of crude oil shipped from the southern California fields to our eastern seaboard.

Next comes Australasia, to which region for 1929 there were passed through the canal from the United States Atlantic and Gulf ports 614,766 tons; and from which region there came to the United States Atlantic and Gulf ports, through the canal, 195,209 tons. In the same year there passed through the canal, from the United States Atlantic and Gulf ports to Asiatic ports, the total of 2,014,160 tons; and from Asiatic ports there came through the canal, to United States

Atlantic and Gulf ports, 727,334 tons. Also, in 1929, there passed through the canal, from the United States Atlantic and Gulf ports, to ports on the west coast of South America a total of 427,489 tons; and from those points there came to the United States Atlantic and Gulf ports, through the canal, a total of 3,260,141 tons. In the same year there passed through the canal, from our Atlantic and Gulf ports to Hawaii and the west coast ports of Central America and Canada, a total of 178,110 tons; and from those ports there passed through the canal to our Atlantic and Gulf ports a total of 433,058 tons.

Our trade with the Latin American countries on the west coast of South America is bound to increase in an enormous way in the years to come. In fact, all of Latin America from the northern border of Mexico to the southernmost tip of South America is a splendidly inviting commercial field. Throughout its great domain lie vast and practically untouched areas of highly mineralized regions; great, and, perhaps, unparalleled forests of the finest timbers; and vast and unexcelled stock-raising and agricultural sections. Not only this, but in this stretch of earth there is to be found every known climate; and practically all climates are found in the same section, because of the lofty mountain elevations in the Torrid Zone.

To the southward, therefore, there lies a world to be conquered commercially, and, in a great measure, socially. The marvelous work of sanitation achieved on the Isthmus of Panama having demonstrated, beyond peradventure, that the tropical lands can be converted into wholesome regions wherein the Caucasian can live and thrive, the question of what will become of the overflow populations of the Temperate Zones is solved for a period running far into the future. How infinitely better it would be if the overcrowded and land-hungry peoples of Europe would seek outlet and freedom in the central regions of Africa and Latin America, than to have waged against each other a desperate and unholy warfare, unprecedented in the world's history.

For a number of reasons all of these Latin-American countries constitute legitimate markets of the United States and ultimate "safety zones" for our excess population.

Republican forms of government prevail throughout Latin America except as to British Honduras and the Guianas; and, while some of them are based upon conditions of unrest and insecurity, the people of these countries are thoroughly imbued with the idea of democracy and will never tolerate any thought of monarchy; and, for the most part, the governments of Latin America are stable. Moreover, the tendency is toward a greater measure of stability; and when the youthful and vigorous of our own country shall emigrate in numbers to the tropical countries of Latin America, carrying with them American ideas of government and sanitation, there will result there an increased measure of stability. If man can live and achieve in the frigid regions of Alaska and Siberia, how much better can he live and achieve in the sun lands of the Tropics, with the skill of modern sanitary science to obviate the terrors of malaria, yellow fever, and plague. The fact that Americans and others from the Temperate Zones have wrought so great a work in Panama, through a course of years, and have retained so fair a condition of health, is itself a lesson of incalculable value.

Those who have never lived or traveled in Latin America can have no adequate conception of the boundlessness of its domain nor of the variety and extent of its resources. Let us look southward a moment. In tropical America the banana and the orange, the grapefruit and the lemon—in fact, all the citrus fruits—coffee, hemp, cotton, cocoa, sugar, rice, and all other fruits, vegetables, and soil products known to the Tropics can be grown in abundance and at reasonable cost. The achievement of the United Fruit Co. in placing the banana on the food map of North America is the proof of what may be done in those lands in the line of tropical fruit raising. The Panama Canal will enable us to exchange to mutual advantage for these products and for the minerals and timber of Latin America our farm products, our agricultural implements, our steel rails and railroad equipment, our boots and shoes, our clothing and other manufactured articles.

And so it is that with all these golden potentialities lying before us in Latin America the Panama Canal constitutes the ring and lamp, which if we are wise shall enable us to play the rôle of Aladdin, not only to our own benefit but to the undoubted benefit of these our neighbor countries also. Every moral, political, and commercial consideration should bind us closer to our sister Republic to the southward. Pan Americanism is a great policy, and the canal adds infinitely to its potency. Our Government fully recognizes the great value of closer contacts with Central and South America, and Congress is now appropriating millions of dollars annually for adequate air mail service to these countries to the southland. We now have a 7-day air mail service between New York, via the Canal Zone, down the west coast of South America, to Santiago, Chile, across the Andes Mountains to Buenos Aires and Montevideo, on the Atlantic seaboard. This line will soon provide two trips a week each way. Also we have an air mail service from Miami, Fla., via Cuba, Porto Rico, and the outer West Indian Islands to Paramaribo, in Dutch Guiana, on the Atlantic coast; and Congress recently made the necessary appropriations to extend this service down via Rio de Janeiro to Sao Paulo in Brazil.

Another benefit, world embracing in its character, that should flow from the canal is the fact that it will make for the world's peace. It will vastly increase commercial and social communication between the countries of the earth, and this will make for better understandings and international friendships. Thus will be exemplified the striking motto inscribed on the seal of the Canal Zone government, "The land divided, the world united."

The canal and its control practically doubles the efficiency of our fleet as against any hostile nation. This fact is of the highest importance, and of itself makes for our national peace and security.

WHAT THE PANAMA CANAL MEANS TO THE SOUTH

The Panama Canal means everything to our Southland, because the ports of the Southland are hundreds of miles closer to the canal than are those of the northern sections of our country. In these days of speed and competition this is a vital advantage. The southern ports on the Atlantic seaboard and those on the Gulf of Mexico are handling a tremendous amount of shipping tonnage; and this tonnage should rapidly grow. Increased contacts with South American countries should be made, and our southern people should utilize the great advantage which is theirs by reason of their comparative nearness to the canal. The State of Alabama has been very wise and provident in constructing the splendid dock and harbor system at Mobile; and this is an investment that should prove highly beneficial to all the Alabama section. Alabama's great mineral, forest, and agricultural wealth place the State in a position of great advantage in the use of the canal.

The total tonnage from foreign ports and from the west coast of the United States to our Gulf ports now exceeds 1,000,000 tons annually, while our Gulf coast shipments to foreign ports and the west coast of the United States has reached something like 2,000,000 tons a year.

FUTURE INTEROCEANIC CANAL NEEDS

There has been considerable discussion of late concerning the construction of another interoceanic canal. Recently Congress made an appropriation authorizing a study and survey of further canal facilities at Panama and other points, including Nicaragua. A commission has been appointed under this authorization and is now making a survey of the long-suggested Nicaraguan route. The length of that route is about 183 miles, a portion of which lies in Lake Nicaragua. Because of the length of such a canal and the many physical difficulties involved, its cost would be very high—possibly a billion dollars—with inclusion of the necessary fortifications to protect it. I am one of those who do not believe that the time is yet ripe for the construction of that canal, at least from the standpoint of economic requirements, and I know of no military needs which would justify its present construction. Congress has recently authorized the building of a new dam on the upper Chagres River in Panama at a cost of $12,000,000. This will permit the impounding of the waters of the upper Chagres in sufficient quantities to form there a reserve water supply which may be used for hydroelectric purposes, and later, after it spills into Lake Gatun, for lockage purposes of the Panama Canal. Because of this additional water supply, another system or series of locks may be constructed paralleling the present system of Panama Canal locks, and this added series will increase the capacity of the Panama Canal by something like 50 per cent of its present capacity.

In the opinion of those who have been associated with the operation of the Panama Canal, and who have made a thorough study of the questions involved, the Panama Canal, with its capacity thus increased, should be able to take care of interoceanic canal traffic needs for a period of 75 years or more to come. The estimated cost of such additional series of locks is not more than $100,000,000. Speaking for myself, and if I may use the expression, I believe that one "live" canal is better than two "dead" ones. The Panama Canal is a financial success as well as a naval and commercial success; but if another interoceanic canal should be constructed in advance of the reasonable need therefor, the result would be that neither canal would be financially successful, and both would prove financial losses for many years to come, because of their dual operation and maintenance. It is wise to make the indicated surveys include that of the Nicaraguan route. Thereby all necessary facts will be secured and estimates of costs arrived at to the end that when the time approaches when another canal should actually be constructed, our Nation will be in position to know the probable cost of that construction and the engineering facts involved. If there should be premature construction of a new canal this would mean the American taxpayers would have to pay interest on the bonds necessary for the construction, and perhaps the bonds themselves, as the income to be derived would not be adequate. It would seem, therefore, to be wiser to construct a new set of locks at Panama at the lesser cost; and then, later, when the actual or reasonable need for another canal arrives, to undertake its construction. It would seem to be the part of wisdom to utilize the funds which would be required for the construction of a new canal for the further improvement of the rivers and harbors in the United States.

DREAM OF COLUMBUS HAS BEEN REALIZED

The dream of Columbus of more than 400 years ago as to a western passage to the Indies, at last, through the building of the Panama Canal, has come true.

The movement to-day of the great ships of the world from deep unto deep, through the isthmian outposts of the Andes Mountains, nearly 100

feet above the level of the sea, makes that dream a splendid reality. By the marvelous genius of the American people the fabled passage has at last been found.

Another thought: The Isthmus of Panama, which for years was known throughout the earth as its deadliest spot, has become one of its most wholesome tracts; and this narrow stretch of land lying between the two great oceans within the equatorial shadow, and long viewed by the world with disfavor or fear, in the providence of the ages has come to be perhaps the most important point on the globe. This slight ligament, which through the centuries gone has physically bound together North and South America, in the centuries to come, by the fact of its severance, shall bind and hold together the two continents in the closest bonds of commercial, political, and social friendship, and shall quicken and increase our contacts with all the lands of earth. In all of which there is seen once again the glorious examplification of the scriptural truth, "The stone which the builders rejected is become the head of the corner."

Truly, "God moves in a mysterious way His wonders to perform."

A Bit of Propaganda Exposed

EXTENSION OF REMARKS

OF

HON. WILLIAM A. PITTENGER

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 29, 1930

Mr. PITTENGER. Mr. Speaker, reprints from a magazine article have just been distributed to the Members of the House in connection with S. 2498 and its companion bill, H. R. 6981. While this is just propaganda, I do not intend to ignore it. If the Members of the House will refer to the CONGRESSIONAL RECORD for May 19, 1930, you will find that I discussed the proposed legislation fully. I stated that it affected only my district, though introduced by a Member from another district, and I demonstrated that the proponents of the legislation were unfair and misleading.

When I noted this new development of circularizing the Members I again realized that Ernest Oberholtzer, the Minneapolis lobbyist, was busy, for the article in question bears his earmarks and is written in his usual clever and misleading fashion. Like Cleopatra, he possesses a great power to charm.

He appears in the rôle of the defender of the public, the beauty of whose lake lands is about to be ruined at once. He would have you believe that rejection of his program would result in permitting exploitation for private gain. His motives alone are pure and undefiled. So he would have it necessarily follow that all others are false and dangerous. This is all pleasing to the ear, but entirely misleading. The propaganda overlooks (in fact, it has to ignore) the bill which I introduced, H. R. 8968, which will accomplish the same purposes of the Minneapolis legislation. The reasons for its introduction are in no way obscure. Any claims to the contrary are false. The bill was introduced at the request of the people of the district affected. Mr. Oberholtzer would ignore entirely their rights to be heard in the matter.

On May 24, 1930, I issued a statement which correctly gives the present status of the legislative program. This statement appeared in the Duluth Herald for that date, and is as follows:

Prospects for the passage of the Shipstead-Nolan bill at this session of Congress appear very doubtful, due to the failure of the proponents of the measure to agree to cut down the area to correspond to the Pittenger bill.

It was learned yesterday that Congressman PITTENGER made a definite offer to compromise the dispute with Congressman NOLAN and withdraw his parliamentary objections to the bill, provided that the Shipstead-Nolan bill would be amended to conform to the restricted area in the Pittenger bill. Congressman PITTENGER further offered to consent to an amendment that would bring all Government-owned lands within the Superior National Forest, and outside the restricted area of the Pittenger bill, under the provisions of the Shipstead-Nolan bill.

Following the conference Mr. PITTENGER stated that Congressman NOLAN advised him definitely that he was without authority to agree to any compromise or amendments without the sanction of the proponents of the Shipstead-Nolan measure, and that he did not have their consent. Mr. PITTENGER endeavored to have Ernest Oberholtzer, who has been active in working for the bill during the session, called into conference in an effort to come to an agreement. It was claimed that Oberholtzer left town a few days ago and has not returned to Washington.

The parliamentary battle over this legislation has been carried on vigorously ever since the Shipstead bill passed the Senate by unanimous consent some time ago. Efforts were made in the House to have the Rules Committee grant a rule to give the bill the right of way in the House, and to ignore the Pittenger amendment. This plan was attacked by the eighth district congressman, and apparently with good results, for the Rules Committee has never granted the rule. The proponents of the Shipstead-Nolan measure then endeavored to have Speaker LONGWORTH give the bill a privileged status, and for the past 10 days Congressman PITTENGER has charged that "powerful influences" have been at work along these lines. It developed yesterday that Speaker LONGWORTH had suggested to the Congressmen interested that they come to some compromise agreement, and stated unofficially that the Senate and House bills, not being identical, could not be given a privileged status.

In discussing the matter Congressman PITTENGER said: "I have offered to compromise the dispute with Congressman NOLAN, at the request of the people of the eighth district interested in this matter. My proposal was an amendment to the Shipstead-Nolan bill for the restricted area I have advocated, and further providing that the shore lines of all lakes within the Superior National Forest should come within the terms of the bill. Mr. NOLAN claimed to be without authority to act, and I advised him that I would be glad to confer with the proponents of his measure. I have been informed that parties in my district are agreeable to this compromise arrangement, and the responsibility for the failure of this compromise plan rests somewhere, either in Washington or Minneapolis, with the proponents of the measure, who have seen fit to refuse to come forward and confer on the proposition. They have failed entirely to confer with me on this matter, or to grant Congressman NOLAN authority to do so. Their methods are responsible for the delay."

Roads as Business Builders

EXTENSION OF REMARKS

OF

HON. CASSIUS C. DOWELL

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 29, 1930

RADIO ADDRESS SUNDAY, MAY 25, 1930, BY DR. JULIUS KLEIN

Mr. DOWELL. Mr. Speaker, under the leave to extend my remarks in the RECORD, I include the following address by Dr. Julius Klein, Assistant Secretary of Commerce:

ROADS AS BUSINESS BUILDERS

The meaning of good roads in the social life and commercial activity of the United States was brought home to us very vividly a few short weeks ago when President Hoover signed the Dowell bill—certainly one of the most notable pieces of legislation in the history of the highway program in this country. This act appropriates $300,000,000 of Federal money to aid the States in the consideration of roads during the next three years. Its economic importance would be difficult to exaggerate.

The subject of the commercial value of roads is particularly timely now, I feel, because reports recently made to Secretary Lamont by the governors of 35 States indicate really striking activity in highway construction this year. Thirty States report increases, and 16 of the governors announce contract awards so far this year, 100 per cent or more above the same period last year. Contracts for highways reached the total of $196,678,000 during the first four months of 1930, against $142,668,000 during the corresponding period of 1929. The greatest relative increases, I find, are in Ohio and Idaho; in the former State the road-construction awards for the first three months of this year were eleven times greater than in the corresponding quarter a year ago, while Idaho shows awards more than ninety times as large as last year. Arkansas is now in the midst of a highway-development program on which $25,000,000 will be expended this year.

Secretary Lamont has expressed the opinion that the great increase in early season highway construction is a matter of national moment. It represents a substantial contribution to the stabilization of business. There is reason to believe that the large volume of early awards is especially significant as a means of spreading employment throughout the year. I shall say more, in a few moments, about the business value of the highways after they have been completed, but I want to emphasize now that highway-construction operations under way involve the use of millions of tons of material drawn from widely separated sources, and they provide employment (both directly and indirectly) over broader areas than any other type of public work. It is calculated that nearly 50 cents of each dollar spent for highway building and maintenance is paid for the labor involved. And this does not mean merely the able shovel wielders out in the hot sun; it includes makers of cement in distant cities, chemists in explosive plants, steel workers, lumber-yard employees, and countless others who contribute to the creation or selling of road and bridge materials. So